

**WESTFIELD-WASHINGTON TOWNSHIP  
ADVISORY PLAN COMMISSION**

**Petition Number** 0705-PUD-02  
**Approximate Address** 1310 West State Road 32  
**Petitioner** Wilfong & Kreutz Land Development, LLC  
**Request** A) Change the zoning of approximately 141 acres from the AG-SF-1 and EI Districts to the Eagletown PUD District,  
B) Amend and restate the Eagle Station PUD District as the Eagletown PUD District  
**Current Zoning** AG-SF-1, EI, and Eagle Station PUD  
**Approximate Acreage** 141 new acres  
998 total acres  
**Associated Petitions** 0606-PUD-07 Eagle Station PUD  
**Exhibits** 1) WCD Staff Report, 05/29/07  
2) Petitioner's Exhibits, 05/04/07

**PETITION HISTORY - MAY 29, 2007**

This petition is appearing before the Westfield-Washington Township Advisory Plan Commission for public hearing on May 29, 2007. The May 29, 2007 appearance of this petition represents the first appearance before the WWT APC.

This petition appeared before the Westfield Town Council for initial consideration at the April 9, 2007 Town Council meeting. No second consideration was requested.

**PROCEDURAL**

- o Planned Unit Development petitions are required to have a public hearing. Legal notice has been provided for the required public hearing for the May 29, 2007 meeting in accordance with all applicable statutes.
- o The Westfield-Washington Township Advisory Plan Commission rules of procedure require any change in zoning petition to be sent to the Comprehensive Plan Subcommittee of the APC for consideration.

**REQUEST**

The proposed change in zoning has two main components. The first component would provide for the addition of approximately one hundred and forty-one (141) acres of land to the area previously included in the Eagle Station PUD District. The parcels subject to this request are identified in petitioner's Exhibit A-1.

The second component of this request would provide for the amendment and restatement of the terms of the previously-adopted Eagle Station PUD District as the Eagletown PUD District. The proposed amendment and restatement as the Eagletown PUD District would accomplish the inclusion of all affected properties with a single regulating ordinance, as opposed to having multiple documents govern the development and use of the Eagletown PUD.

The proposed Eagletown PUD district would provide for the development of the subject site with multiple land uses, including commercial, office, civic, public athletic and recreation fields, attached single-family dwellings, detached single-family dwellings, multi-family dwellings and assisted living. Figures provided in Exhibit 17 of the proposed PUD ordinance estimate a maximum of eight hundred (800) multi-family dwellings and a maximum of two thousand, two hundred and thirty (2,230) detached and attached single-family dwellings. The petition also proposes approximately one million, six hundred and fifteen thousand square feet (1,615,000) of new commercial development, approximately two hundred and ten thousand square feet (210,000) of office development, and approximately two hundred and ten (210) acres of open space.

## **INTRODUCTION**

The original Eagle Station rezone request concerned an area of land generally located north and east of Eagletown, which generally extended from Eagletown to the intersection of Six Points Road and 193<sup>rd</sup> Street. The original subject site was comprised of forty-eight full parcels and consisted of approximately 856.6 acres. The subject site was improved with six single-family dwellings and various single-family and agricultural outbuildings, and portions of the subject site were and are currently used agriculturally.

This request would add eight additional parcels to the planned unit development. These eight parcels are located around the perimeter of the previous boundary of the Eagle Station PUD District. Of the eight parcels, six are located in the AG-SF-1 District, and are improved with single-family dwellings and agricultural outbuildings. The six parcels located in the AG-SF-1 District all abut properties located within the AG-SF-1 District, and all the abutting properties are either improved with single-family dwellings and agricultural outbuildings or are used agriculturally.

Two of the additional parcels are located in the EI (Enclosed Industrial) District. Of the two properties located in the EI District, one is located north of State Road 32 and one is located south of State Road 32. The EI parcel located north of State Road 32 is improved with a golf driving range. The golf driving range parcel abuts an enclosed industrial use to the east, and abuts unimproved properties to the north and south. The parcel to the south is proposed to be included in the Eagletown PUD as a component of this request. The parcel to the west is used agriculturally, and is included in the original Eagle Station PUD District.

The parcel located in the EI District south of State Road 32 is unimproved. Property abutting this parcel to the north is improved with the golf range parcel, which is proposed

to be included in the Eagletown PUD District. Property abutting the subject site to the east is located in the EI District, and is occupied with Westfield Steel. Property abutting the subject site to the west is also located within the EI District, and is improved with a State Highway Department (INDOT) facility. Property abutting the subject site to the south is included in the Maple Knoll PUD, and is subject to a pending petition to develop as a three hundred (300) dwelling unit multi-family housing complex.

## **PUBLIC POLICIES**

### **Comprehensive Plan**

The Amended Westfield-Washington Township 2020 Plan recognizes the uses provided for in the Eagle Station PUD, and reflects these uses on the future land use map (pg. 17). The two parcels abutting State Road 32 would be located in an area identified as "Regional Commercial," which the Plan identifies as consisting of regional retail, office, and attached residential uses. The Regional Commercial recommendations further anticipate planned centers with consistent architectural style, enhanced building materials and unique architecture, landscaped parking areas, pedestrian and non-motorized transportation connections, and appropriately-scaled transitional uses (pgs. 36 & 37).

The other six parcels proposed to be added to the development are located in areas identified as "New Suburban" by the Future Land Use Map. The Comprehensive Plan states that "New Suburban" areas will develop in a manner that is "...predominantly residential, including a variety of housing types to serve different family sizes and life situations..." (pg. 28). Further recommendations include prevention of monotonous design and color, encouraging a diverse range of home styles in individual subdivisions, encouraging "life span" housing and emphasizing connectivity (pg. 30).

### **Thoroughfare Plan**

The current Westfield Thoroughfare Plan roadway classification map (page 4-20, figure 4-7) identifies State Road 32 as a "Primary Arterial 1," and recommends a minimum dedication of a seventy-five (75) foot half right-of-way. As the portion of the subject site abutting the public right-of-way of State Road 32 abuts both sides of the right-of-way, a full one hundred and fifty (150) foot right of way should be provided.

The current Westfield Thoroughfare Plan includes State Road 32 in a "Pedestrian Corridor" as a recommendation of the Bike and Pedestrian Plan section (page 4-19, figure 4-6). This policy would recommend pedestrian-scale structures and architecture, character, and amenities for the two parcels abutting State Road 32. These parcels are also located in an area identified as a "Pedestrian District." The recommendations associated with a pedestrian district designation further emphasize walkability at the subject site.

Other parcels included in this request abut the public rights-of-way of Casey Road, 186<sup>th</sup> Street, 191<sup>st</sup> Street and 193<sup>rd</sup> Street. Where Casey Road and 186<sup>th</sup> Street abut the parcels included in this request, the Thoroughfare Plan recommends the provision of a sixty (60) foot half right-of-way for proposed secondary arterial streets. Where 191<sup>st</sup> Street abuts

the subject site, a seventy-five (75) foot half right-of-way is recommended for a primary arterial street. Where 193<sup>rd</sup> Street abuts the subject site, a fifty (50) foot half right-of-way is recommended for a collector street.

#### Water and Sewer

The Westfield Water Master Plan depicts the subject site as served by a future sixteen-inch main along the rights-of-way of State Road 32 and Eagletown Road, as well as by future 12-inch mains along Casey Road, 186<sup>th</sup> Street, 191<sup>st</sup> Street and 193<sup>rd</sup> Street. The Westfield Sewer Master Plan depicts the proposed West Side Interceptor project as crossing the subject site at the western property line of the subject site (along Little Eagle Creek) and crossing the subject site from west to east along 186<sup>th</sup> Street.

#### Annexation

Portions of the subject site are within the corporate limits. A petition for voluntary annexation should accompany any request for a change in zoning.

### **TECHNICAL REVIEW**

This petition underwent preliminary review by the Technical Advisory Committee at the May 2, 2007 TAC meeting. Agencies represented included Westfield Fire, Westfield Public Works, the Hamilton County Surveyor's Office, Duke Energy, Citizen's Gas, and the Indiana Department of Transportation. As of the date of this report, no comment letters have been received from any of the agencies in attendance.

### **PUD REQUIREMENTS**

Terms of the Westfield-Washington Township Planned Unit Development ordinance require a neighborhood meeting with abutting property owners, and a report on the events of such meeting. The petition file includes a copy of the letter provided to affected property owners, indicating a meeting was scheduled to occur on May 10, 2007. As of the date of this report, no recounting of the events of that meeting has been provided for the file.

The subject site has the potential to yield over 70,000 square feet of industrial use, over 15,000 square feet of retail space, or both. Either of these thresholds would require the submittal of a Traffic Impact Study. The previous Eagle Station PUD submittal included such a Traffic Impact Study. The petitioner has provided a copy of that study for the petition file, as well as a letter from the engineering firm responsible for that study updating the study in relation to the current request.

### **RECOMMENDATION**

Refer this petition to the Comprehensive Plan Subcommittee of the APC for consideration on June 6, 2007.